

THE LUBBOCK AVALANCHE

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LUBBOCK IS WIDE AWAKE ON FORT WORTH-PLAINS RAILWAY

THE COMMITTEE IS KEEPING THE PROPOSITION WELL IN HAND AND ARE VERY ACTIVE

OTHER MATTERS OF GREATER IMPORTANCE

A Dozen More Railroads Into Lubbock Would Avail Little If Our Schools Are Allowed to Fall Below the Requirements of the City. Must Have Better School Facilities

"What is Lubbock doing about the Railroad?"

That is a question that is asked a hundred times every day of various members of the Board of Directors and Officials of the Chamber of Commerce. And it is right that the question should be asked. If you live in Lubbock you should be interested in the problems of Lubbock and the railroad proposition is just one of them—as a matter of fact, for the immediate present, it is one of the smallest problems of the town. It is not meant by that that the railroad development of the town and section is not of utmost importance or anything of that kind but that the railroad proposition as a definite possibility for any part of this section is from twelve months to two years away and there are a half dozen problems that are not only present today, but have been here for one or two years already.

The first of these in point of importance, present and future necessity, those lack of definite solution is going to cost Lubbock more than two or three railroads in point of population, development and standing in the state and section, is the school problem. There is not a citizen in the city that can take a visitor past our school buildings and tell him the true conditions inside without feeling ashamed of our showing along that line.

It costs money to build school buildings, but it is going to cost us more than money to fail to build them and that in the very immediate present Lubbock is in a worse condition from a school equipment standpoint than any one of thirty cities in the state between the 3,000 and 5,000 population mark as shown by a recent questionnaire sent to those schools by the Chamber of Commerce. We have less money invested in proportion to our population and have made less provision for the future than any one of this entire list of towns and that in spite of that fact that we are rated, from a scholastic standpoint higher than more than 25 out of the thirty heard from.

But in regard to the railroad development: There are a few minor details of course, that it is not wise to publish but the general facts thus far are as follows: Through the initiative of the Fort Worth Chamber of Commerce, led by its President, Mr. Massey, a movement that has been brewing in the minds of every town in West Texas and more especially the Plains for many years and along the line of which there was much discussion previous to the war, broke loose in full force some thirty to forty-five days ago, following a statement in the Fort Worth papers that a meeting would be called in January for the purpose of considering the construction of a Fort Worth-Plains railroad connection. Every town in West Texas and on the Plains wired the Fort Worth Chamber of Commerce for the meeting to be held in their city. The same number of towns began to hold meetings, send wires, write letters and otherwise stir up a white-hot heat of interest in the proposition. Many of them have put out maps, blue prints, pages and pages of argument, hot air and dope showing just why, when and where the road was going to build—including their own town as a matter of course. A few of the towns have gone so far as to get their feelings hurt because some other towns would not endorse their idea of the routing, etc.

Lubbock's action up until this date has been as follows: Wire the Fort Worth Chamber of Commerce our support and invitation to hold any meetings they deem advisable at this city; write the Santa Fe General Office a letter of confidence in their best consideration of the proposition; write each town in West Texas an invitation to meet in this city, provided the Fort Worth Chamber of Commerce saw fit to have the meeting here, and assure them at the same time that Lubbock would be represented wherever the railroad steering committee composed of O. L. Slaton, Chairman, Sam Arnett, and J. O. Jones, in addition to the President and Secretary of the Chamber of Commerce, (these men are to have complete control of the situation until a definite proposition is ready to put before the citizenship); assisted in calling and holding the First District meeting on the Plains at Ralls last week, an account of which is in another part of this paper; and otherwise keep in touch with the development of the situation.

To summarize the present situation as this committee and the officials of the organization see it. There is nothing to be done in a definite way by any town in this section, other than to unite in a definite demand to the world, to capitalists

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Ralls to Have Paid Secretary for Chamber of Com.

Ralls, Dec. 30.—The Ralls Chamber of Commerce is gathering facts and figures to submit to any committee having in charge the routing of the proposed new Fort Worth & Northwestern railroad. The organization recently raised \$3,000 to carry on its commercial work and has authorized the employment of a full-time, paid secretary. A committee on railroad proposition recently completed a circuit of 300 miles about Ralls to get all available information for presentation at the big railroad meeting to be held some time in the near future.

Figures compiled to date on Ralls show that it has shipped this year more than 125 cars of hogs, an equal number of cars of wheat and more than 3,500 bales of cotton. The town has been growing so rapidly that a large number of new residences are now being erected and a large brick addition is being annexed to the high school. Less than 10 per cent of the country about the town has yet been developed. Ralls is also interested in the perfection of plans for the Fort Worth & Plains railway, a short cut for the West Texas loop of the Bankhead highway. Alfred Grant is president and M. E. Ware secretary of the Chamber of Commerce.

Ralls citizens feel that the new railroad projected for the plains should run through this place because of its great territory that needs development and better railroad facilities. The citizens feel a great loss in the death of John R. Ralls, who was the father of the town. Before his death Ralls was prone to leave the biggest part of the developing task to him. Since his death they realize the responsibility that has been placed upon their shoulders, and they are taking up the task where the great man left off.

The spirit of generosity was manifested in a superlative way a few weeks ago when the matter of building an electric light plant was brought forward for action. In less than a minute \$3,000 had been subscribed.

The Pruning of Shade Trees Is Important Item

As the season for pruning and shaping shade trees approaches, it seems well to call attention to some of the general principles which should govern the operation of pruning.

The objects of pruning are: first, to improve the shape and appearance of the tree; and second, to preserve the health and vigor of the tree. To develop a properly shaped head, the pruning should be done while the trees are young. At this time the branches are small and the wounds made in removing them heal over rapidly with little danger of infection by decay producing fungi. As the trees near maturity pruning should be limited to the necessary thinning and the removal of dead or dying branches. Mature trees should never be cut back or "dehorned" in order to make a lower head.

It is well to remember that the heart wood is dead and, when exposed, is very easily attacked by decay organisms. The white sap wood is still living and, therefore, much more resistant. If the heart wood once becomes infected, the decay soon spreads throughout the body of the tree. The removal of a large branch from a tree is as hazardous to the life of the tree as the amputation of a limb is to man.

When such an operation becomes necessary, the cut should be made clean and close up to the trunk of the tree, being careful that the branch does not break and split down the trunk. Never leave a long stub attached to the tree. On most species it is impossible for such a stub to heal over in time to prevent decay from setting in. As soon as the branch has been removed, the wound should be smoothed off; and, especially if the exposed heart wood, should be painted with asphalt. When a small branch is removed and the heart wood is not exposed, painting is not necessary or desirable.

Miss Pearl Denman, of Fort Worth is visiting with her brother, Jno. M. Denman and family, this week.

S. E. Davis, Secretary to the Superintendent, in the Santa Fe office at Slaton, was a business visitor in Lubbock Friday.

AVALANCHE EMPLOYEES ENJOY A NEW YEARS EVE BANQUET AT COVA HOTEL SATURDAY NIGHT

The entire Avalanche force has a right to be proud of their part in the publication of the paper during the past year, which was celebrated with a banquet at the Cova Hotel Saturday night. More than thirty persons were present, and a nice program carried out.

J. A. Rix, president of the Senior Chamber of Commerce was toastmaster, and through his efforts the banquet was made better.

The program was opened with two splendid numbers by Mrs. W. H. Starnes with piano accompaniment by Mrs. Mamie Neal, which was demonstrative of these ladies ability to entertain and enjoyed by all present.

Curtis A. Keen gave a toast to the "boys who put the paper in newspaper," followed by three comical readings by Mrs. Keen and a toast to the editor, in which she gave the editorial utterances credit for much of the progress of the town and community. In response Mr. Dow gave an account of his arrival at Lubbock, sixteen years ago, in which the pioneer days of newspapering on the Plains were completely and vividly brought to view. He was followed by an address by Judge Moore, an old-timer in Lubbock, who has been intimately associated with the Avalanche and its management for a good many years. He credited it with being the liveliest and best paper on the Plains since its first publication and assured everyone who has been associated with it throughout 1921 that their work was appreciated by the entire town, and was conducive to better things for Lubbock. The judge remembers the days when the Avalanche was a one-man weekly, and spoke highly of the confidence the management had in Lubbock to equip the plant to meet the present demands of the business men.

Phil E. McLaury, Staff-Correspondent for the Star-Telegram was present, and made a talk on what he wanted to accomplish for the Plains, which was another assurance that we have the combined strength of those people working for the best interests of this section.

A very appropriate address was made by Ray Caldwell, representing the Hearst interests, who stated that the work of publishing a newspaper

can well be done on the same principles taught by the originators of that company, and that for every individual in any way working with the paper to feel that the responsibility of its making was upon them, and deserved their best efforts and ingenuity. He recently returned from a trip to Juarez where he wrote some articles for his publication and will also feature some items about this occasion.

G. L. Trim, linotype operator, and W. C. Edwards, shop foreman, made interesting talks, in which they assured their hearers that they had received courteous consideration at the hands of their employer, while working here, and expressed great hopes for the future growth of this paper, and from the manner in which the entire mechanical force goes about their work, the writer is sure that they are making every day count for the paper, and its better appearance. These men are alive to the needs of the printing industry, and are well learned in the trade, we were reminded by Mr. Trim that there was nothing lacking in the mechanical equipment with which they work. Neal Douglass, Jr., talked on the future prospects for the Avalanche, and expressed a desire to develop with it.

J. E. Henderson, for the past four years employed as secretary-treasurer of the Avalanche made a very interesting address on the possibilities of the paper, and gave a brief account of his associations with the people of West Texas and Lubbock.

J. C. Holt, who has had the interest of the Avalanche advertisers directly in view for the past four years and who is more than anyone else responsible for the good appearance of their advertisements, spoke in behalf of the employees, and assured Mr. Dow that this occasion was greatly appreciated.

The good of this meeting will last throughout the coming year, as the social feature offered splendid opportunities for better understanding, more knowledge of our separate duties, and in general, a higher opinion of the work, which will be made evident in every issue printed through out 1922.

WEST TEX. CHAMBER OF COMMERCE SECRETARY TAKES SENSIBLE VIEW OF BUILDING OF ROAD TO PLAINS

Stamford, Dec. 28.—Homer D. Wade, city manager of Stamford and secretary of the Stamford Chamber of Commerce, in a statement today pointed out that the feasible route for the new railroad proposed to be built from Fort Worth to the South Plains of West Texas would be through the oil fields to Stamford, thence via the already built Stamford & Northwestern to Spur, where a gap of only thirty-five miles would be necessary to fill in order that the entire Plains country would be put in juxtaposition with Fort Worth and East Texas.

Plan Explained

"We see no reason for the costly building of a long line of railroad through West Texas in order to put Fort Worth in touch with the granary of the state," declared Mr. Wade today. "The Stamford & Northwestern obviates the necessity of constructing eighty-two miles of such railway. A line from Stamford to Fort Worth, a matter of less than 160 miles, and filling of the gap from Spur to the Santa Fe, a distance of approximately thirty-five miles, these are the only problems which we must meet. When Fort Worth gets ready for the discussion of the matter, we feel that we shall be able to convince those interests vitally concerned that the plan we enunciate is the most practicable and feasible at this time."

"It is a fact that not all the towns that want the new road will get it. This could not be done very well without building a series of parallel lines. West Texas as a whole needs another through line from the Panhandle city to the Plains, and it desires to have it built at the minimum of cost and to traverse the richest and most prosperous section of the West. Stamford well feels that it is entitled

to this distinction, for Jones county leads every other county in West Texas in the matter of cotton production and therefor it is one of the few West Texas counties which has not been developed 10 per cent. Then the new line would give the oil fields an entirely new outlet, the Stamford & Northwestern would lead the new line up to the Plains on a gradient of .6 of 1 per cent, a very feasible and recommending feature in this day of high cost of construction.

"Another benefit which would accrue to Fort Worth by building the line to Stamford and connecting with the Stamford & Northwestern would be the several feeder lines which it would be accessible to at Stamford, the Missouri, Kansas & Texas to Rotan and as far south as Cisco; the Wichita Valley to Haskell, Munday, Seymour and Wichita Falls, and to Anson and Abilene.

"We feel that the Fort Worth & Northwestern railroad would have little trouble in securing a contract with the owners of the Stamford & Northwestern whereby this line could be utilized for the operation of through passenger and freight trains, if the line itself could not be purchased outright. Among the railroads of the West it is doubtful if there is another short line that did as much freight business as the Stamford & Northwestern during the year 1921. The cotton tonnage was tremendous and the passenger trains did an unusually large volume.

Roy Denman, General Manager of the Denman-Swineheart Tire Company of Fort Worth, and brother of Jno. M. Denman of this city, visited in Lubbock Saturday of the past week.

A 1922 Platform for Lubbock

- 1.—A Fort Worth Plains Railroad Connection.
- 2.—A Solution of the School Problem that will really represent the City of Lubbock.
- 3.—The Construction of a City Auditorium.
- 4.—A Bigger, Better and Improved South Plains Fair.
- 5.—Free City Mail Delivery, Including More Sidewalks and Street Crossings.
- 6.—Extension of Sewer, Water and Light Connections.

Lubbock is not the city she is reputed to be if she fails to satisfactorily realize the last five planks of the above platform. They all are responsibilities for this coming year whose successful completion will demand the best efforts of every citizen in the city. Can YOU be depended upon?

CROSBYTON HONOR OWNERS OF THE JERSEY CAP ROCK FARM

GIVE BANQUET AND INVITE GUESTS FROM SURROUNDING CITIES AND COMMUNITIES

MORE THAN 200 ATTENDED THE MEETING

County Chamber of Commerce is Organized to Look After the General Interests of Crosby County, Agriculturally and Commercially—Will Be of Great Benefit.

Feeding Cattle Here Is Helping Many Farmers

There are now two hundred head of steers at the feeding pens near the compress where J. E. McDonald is piling the Lubbock county feed in the troughs each day, and which is showing wonderful results in the growth and fattening of these cattle.

The other eight hundred, to make a total of one thousand of which we wrote an article in a recent issue of the Avalanche, will arrive in a few days, and will be put on the feed immediately, and Mr. McDonald said there was enough feed already on hand to keep them for a good long time, and he has now more than four hundred tons on the yards. He is feeding them on a maize, corn and kaffir mixture, which is ground and placed in long troughs, and he said that as soon as the cattle are used to the feed the troughs will be kept filled at all times in order that they may eat at will.

A carload of hogs was recently shipped here from Brownwood, and turned loose in the feeding pens, which will pick up all waste, and thereby make the feeding proposition a two-cornered proposition, with a good profit from each angle.

That the feeding and finishing of cattle will be a big winner for the Plains is demonstrated in the fact that in spite of there being absolutely no paying foreign market for corn, Mr. McDonald has created the market here, and has bought between ten and fifteen thousand dollars worth of feed from Lubbock county farmers, which is indeed a progressive and commendable part he has played in helping to make farming a paying business on the Plains.

We are sure that those who watch the development of feeding home raised cattle on home grown feed will come to see that it has a great place in the development of the Plains, and as this was originally a ranching country we will all see that to mix the farming and ranching business here will prove very helpful to the entire area of West Texas.

Reports Indicate Blanton Will Run For U. S. Senator

Abilene, Dec. 30.—Whether or not Hon. Thomas L. Blanton of this city, congressman from the seventeenth district, will make the race for United States senator is expected to be known by Jan. 3, according to Blanton's friends.

Blanton recently made a tour of his district, speaking at the most important towns and canvassing his audiences to determine whether it was their will for him to make the race. The assent he received spurred the congressman to make the promise to make a decision shortly after Jan. 1. The consensus of opinion is that he will toss his hat into the ring about Jan. 3. A number of candidates to succeed him as congressman have already announced publicly. One of the contenders is Judge W. J. Cunningham, district attorney for the Abilene district.

In case Blanton announces for senator he is expected to engage in one of his characteristically strenuous campaigns that will take him to every important town in the state. It is believed that his forte will be to expose alleged graft and fraud as he says he has seen it in Washington.

TO COMPLETE WOODROW SCHOOL BUILDING SOON

T. L. Morris was here Monday from his home in the Woodrow Community for more material for the Woodrow school building which is now under construction.

He said the workmen were getting along mighty well on the structure, and that they expected to complete it sometime this month.

Those fellows in that community are always doing something good for Lubbock county, from the raising of banner crops to the completion of new homes, and cultivation of new land, and we are sure they deserve that nice brick school. The building will be modern throughout, and a credit to all Lubbock county and the Plains.

E. T. Daniel, one of the leading citizens of Idalou, and Manager of the Daniel's Gin of that place, was a business visitor in Lubbock Saturday.

President Jed A. Rix, of the Chamber of Commerce, Secretary Keen, Attorney Percy Spencer, Rev. Miller and Court Stenographer Brown, made a flying trip to Crosbyton on Thursday night of last week, to attend a banquet given by the Crosbyton Chamber of Commerce to Messrs. S. A. Guy and J. C. Orr of the Cap Rock Jersey Farm in honor of the tying in of the electric light service for that city with their private plant at the farm.

It is remembered that these men have been in Crosbyton less than two years, but have already invested more than three quarters of a million dollars in the Cap Rock Jersey farm and its improvements and additional acreage. These improvements include a water system almost as complete as the Lubbock City System for the exclusive use of the farm, a two hundred horsepower electric light plant, modern dairy barns, etc., etc. The light plant is of a capacity sufficient to handle the city of Crosbyton and the wiring, connection and all was done through the direction of Mr. Guy.

More than 200 guests were seated at the great tables and a most wonderful feed was served by the Crosbyton Civic League ladies. The guests included representatives from every community in Crosby County as well as from each of the neighboring towns: Lubbock, Ralls, Lorenzo, Spur and others were represented—but none of them ate more than the Lubbock bunch, according to all reports.

Percy and Jed were heavy features on the program and Keen was called upon during the organization of the Crosby County Chamber of Commerce which was perfected at the close of the banquet. This is an organization to develop every interest of the entire County and is composed of officers and directors elected from every community in the County. The first problem before the organization was the employment of a County Agent and that is assured in the very near future. The railroad proposition is another problem discussed and in connection with that—some method for the more efficient marketing of the farm produce of that county.

From start to finish the meeting was the finest of its kind ever attended by any of those present, according to all reports. Percy B. Ralls, of Ralls, was elected President of the County Organization. Lot Nichols of Crosbyton, Secretary and Leatherwood, of East Plains, Sherwood, of Crosbyton, and Weisse, of Lorenzo, Vice Presidents. A spirit of harmony and united faith in Crosby County was the outstanding tone of the meeting.

It reflects great credit to every town in Crosby County—the mere fact that they can meet together for the organization of a County-wide organization to coordinate the efforts of each of the local Chambers of Commerce. Ralls and Crosbyton have always been great rivals, being only a few miles apart and it must be admitted that they were bitter rivals just a few years ago. But with the organization of this Crosby County Chamber of Commerce, all the bitterness is taken out of this rivalry and only good can result from its continuation. Every year towns learn that there is room in the world for us all and that we are all benefitted by the growth and development of each other. Any individual that sends three-fourths of his time in fighting the prosperity of his neighbor is pretty sure to fail to attain any great degree of prosperity for himself. The same is more vitally true of neighboring towns.

Constructive corporation between neighboring towns will result in a greater growth and development in each of the towns. If a neighboring town is half as bad as many towns try to pretend they think a competing town is then a man would be foolish to locate in the town that is doing the knocking, but that is otherwise perfect, for the simple fact he would be too close to such an undesirable town. If Lubbock is a good place to live, and we all believe that it is or else we would move, then Slaton, Ralls, Crosbyton, Plainview and other neighboring towns must be fairly good places to live in—for they have pretty much the same sort of folks, general conditions, such as rainfall, climatic conditions, etc., etc. Of course Lubbock is bigger, according to the census reports, and naturally we think it is the best in other ways—but still these other towns must be good towns from the simple fact that they are this close to Lubbock.

A County Chamber of Commerce with dues low enough for every citizen in the County is become a member, with a monthly meeting for the open discussion of all of the problems of the County.

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